GrummanWorld

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Sen. D'Amato Fights To Restore F-14 To Budget

In a statement before the Senate Defense Appropriations Subcommittee on June 1, Sen. Alfonse D'Amato (R-NY) said that if the F-14D was not restored to the defense budget, "the Navy will have a shortfall in F-14s which will affect its ability to adequately defend the fleet."

D'Amato raised the issue of an F-14 shortfall with Chief of Naval Operations (CNO) Admiral Carlisle Trost. He asked Trost if he agreed with testimony of former Assistant CNO Vice Admiral Dunn that terminating new F-14D production would leave the Navy unable to meet its commitments.

Trost replied, "Well, he certainly is most accurate. What he was saying was that without further production of the aircraft, the remanufacturing of aircraft does not add further service life to those airframes. Therefore, in the timeframe of roughly 1996-97, depending on attrition ... our inventories will be below those required to adequately fill the necessary squadrons on carrier decks to carry out our missions as we do today."

Trost went on to say, "While we regret the cut, we recognize what drove it. It was fiscal reality which drove the reduction. ...we will be short of assets, and we are going to have to be good asset managers" by cross-decking aircraft.

D'Amato replied that the scenario described by Trost "places the Navy in a rather precarious position in terms of operations. We are not talking about something in the future," said D'Amato. "We're talking about something we have now. Ending F-14D production will reduce our capabilities and effectiveness into the next decade and beyond."

D'Amato also raised the issue of competition. "If the F-14D is eliminated," he said, "Grumman will no longer be able to compete as an effective force in aircraft production. ... I think this flies in the face of the Navy's strong advocacy of competion. How do we justify that?"

Secretary of the Navy Lawrence Garrett replied, "It's very difficult to justify, as you point out, Senator." However, Garrett went on to say, "As long as the top line comes down, I think that this is the reality that we will continually face, and we are forced to make these very, very hard choices."

D'Amato responded that the shuffling and stretching out of assets were not in the best interests of national or world security.

Getting The Message Out. *New York's Sen. Alfonse D'Amato (R) has been trying to make the point in the Senate that the Navy will not have the fighters it needs and the nation will not have the advantages of competition if the F-14D program is shut down. (D'Amato was photographed here, during hearings on illegal drug trafficking, with Sen. Dennis DeConcini of Arizona.)*

Sen. Jim Sasser (D-Tenn.), the chairman of the Senate Budget Committee, told the hearing that he found D'Amato's arguments persuasive. He said it had been his experience that when competition for any government program was eliminated, "the taxpayers end up paying a substantial premium."

Have You Written Your Letter To Armed Services Committee?

Have you written to any of the senators who serve on the Armed Services Committee? That committee will begin mark-ups next month after the Fourth of July break.

A complete list of 20 senators who serve on this committee is on page 2. These are the main points that you should include in your letters:

1. Without the F-14, the Navy can't do its job.

2. Grumman is a national asset. If we lose the F-14 program, it puts Grumman out of the Navy airplane business and the country loses one of only two qualified

(Continued on page 2)

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Milledgeville Enlists Its Senator For F-14D Fight

MILLEDGEVILLE, Ga. — Wearing Tomcat T-shirts and Grumman baseball caps, over 200 Grummanites and their families met with Senator Wyche Fowler Jr. (D-Ga.) on Sunday, June 11. In the crowded Baldwin County Courthouse, they expressed their concern about the omission of the F-14D from the fiscal 1990 defense budget.

The junior senator from Georgia agreed that the F-14D is worth keeping in production. "I don't know of any plane that has proved itself better than the Tomcat," said Sen. Fowler, according to *The Union-Recorder*. "As recently as the Libyan operation, the F-14 has reaffirmed its effectiveness."

"The rationale is that we're building a new advanced tactical fighter," the senator told the crowd. "But I feel very strongly that if it ain't broke, don't mess with it. I don't think this is the time to eliminate something that is so tried and true."

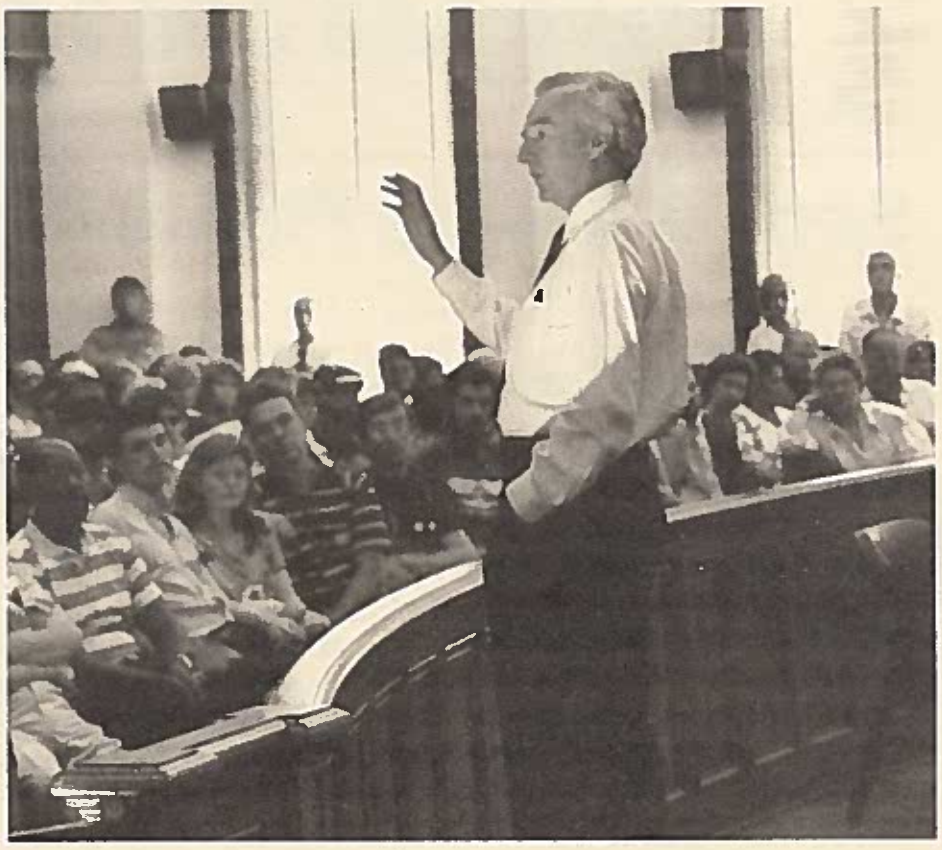
The meeting was one of three scheduled stops Fowler made that day to talk with his constituents.

"We held a rally at the plant on Wednesday [June 7] to get people to write letters to their representatives," said Tom Main, general manager of Milledgeville Operations. Georgia's senior senator, Sam Nunn, is chairman of the Armed Services Committee.

"I mentioned that Senator Fowler was going to be in town on Sunday," Main said. "Some employees decided that we ought to go over there and tell him our concerns about the F-14D."

One hundred and eighty-five of the 536 jobs in the Milledgeville facility are dependent on the F-14D program.

The Grummanites gave Fowler a Tomcat T-shirt and cap. But they have another symbol — blue ribbons — to remind people of the F-14 issue. Grummanites wear them on their badges and tie them to their car antennas. Main says, "We call it a blue ribbon campaign for a blue ribbon airplane."



Town Meeting. *Grummanites in Milledgeville, Georgia, met with Sen. Wyche Fowler Jr. (D-Ga.) recently in the Baldwin County Courthouse.*

Dear Senators...

(Continued from page 1)

builders of carrier aircraft.

Understandably, the senators pay the most attention to letters from the people who elected them.

How To Address Letters To Senators:

The Honorable _____
United States Senate
Washington, D.C. 20510

Although non-constituent mail is not quite as effective, it is still helpful. So, if you are not from one of the states listed and you'd still like to help, write to these senators and tell them what you think.

Please send copies of your letters to Peter Barry, Vice President, Grumman Corporation, 1000 Wilson Blvd., Suite 2800, Arlington, VA 22209. Barry's mail stop is: 000-250.

Members of the Senate Armed Services Committee

Sen. Sam Nunn
(D-Georgia), Chairman
Sen. Jeff Bingaman
(D-New Mexico)
Sen. Robert Byrd
(D-West Virginia)
Sen. Daniel Coats
(R-Indiana)
Sen. William Cohen
(R-Maine)
Sen. Alan Dixon
(D-Illinois)
Sen. J. James Exon
(D-Nebraska)
Sen. John Glenn
(D-Ohio)
Sen. Albert Gore
(D-Tennessee)
Sen. Slade Gorton
(R-Washington)
Sen. Edward Kennedy
(D-Massachusetts)
Sen. Carl Levin
(D-Michigan)
Sen. Trent Lott
(R-Mississippi)
Sen. John McCain
(R-Arizona)
Sen. Richard Shelby
(D-Alabama)
Sen. Strom Thurmond
(R-South Carolina)
Sen. Malcolm Wallop
(R-Wyoming)
Sen. John Warner
(R-Virginia)
Sen. Pete Wilson
(R-California)
Sen. Timothy Wirth
(D-Colorado)

Has It Been 20 Years Since First Lunar Landing?

The Long Island section of the American Institute of Aeronautics and Astronautics is sponsoring a special evening on Saturday, July 15, to commemorate the first manned lunar landing.

A buffet dinner will take place from 5:30 to 7:30 p.m. at the Cradle of Aviation Museum on the campus of the Nassau Community College. The buffet costs $12 per person when purchased in advance; the fee is $15 at the door.

From 8 to 10 that same evening, several people who participated in the Apollo program will talk about their experiences. Speakers include: former Grumman President Joe Gavin, who was vice president and Lunar Module program director during the Apollo program; Data Systems Vice President Tom Kelly, who was LM engineering director; and Space Station Program Support President Fred Haise, who was a NASA astronaut on the Apollo and Space Shuttle programs.

This event will be held in the Nassau Community College Student Union auditorium, adjacent to the Cradle of Aviation Museum. Admission is free, but reservations are required.

For more information, call Lois Lovisolo, 575-2401.

Budget Battle

Grumman World's Budget Battle Update keeps you on top of what Grumman and its supporters are doing to keep the A-6, F-14 and EA-6B aircraft in the Fiscal Year 1990 budget.

The update is sent to all Long Island mailrooms. The publication is also sent by facsimile to Grumman sites around the country for local reproduction. If your mailroom doesn't have copies, call us at (516) 575-8999.

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A European Point Of View. *On Saturday, May 20, North Atlantic Treaty Organization (NATO) air chiefs had a first-hand look at what it might be like to fight a conflict in Central Europe using Grumman's Joint Surveillance Target Attack Radar System (Joint STARS). The NATO officials were given a demonstration at Patrick Air Force Base in Florida. They also watched a Motorola-built Ground Station Module in operation. Air Force Joint STARS Program Manager Col. Jack Colligan briefed them on the system. Grummanites Dale Burton, Rose Mary Karika, Roy Schering and Yvonne Scott participated in the demonstration. Paul Coco, Grumman Melbourne Systems' program director for Development said, "The demo went flawlessly." (Photo courtesy U.S. Air Force)*

Federal Express Selects Grumman For Mod Work

ST. AUGUSTINE, FLORIDA, June 16, 1989 — Grumman has been awarded a contract by Federal Express Corporation of Memphis, Tennessee, to modify and repair 16 Boeing 727 aircraft. Work will be performed at Aircraft Systems' facility here under its Federal Aviation Administration-approved repair station license.

"We're very excited about this program because it is the beginning of what we anticipate to be a long relationship with Federal Express," says Frank Leone, vice president and general manager of St. Augustine Operations. "It is our first major step into a new line of business in commercial aircraft modification and repair."

Grumman will convert Federal Express' newly acquired 727s from passenger airliners to freight carriers. A major part of the modification program will be to standardize the aircraft, including the cockpit, to Federal Express' configuration. That includes the distinctive paint scheme with Federal Express markings. A large cargo door will be installed in the forward part of the aircraft fuselage and the interior will be modified to accommodate cargo containers. Routine and periodic maintenance inspections as required by Federal Express' FAA-approved maintenance system will also be done.

A four-member Federal Express team has set up shop in St. Augustine and that team will grow two or three times as the pace of work picks up.

Grummanites will do the work in St. Augustine's new hangar. They will use one entire bay, which can accommodate up to three 727s.

The first aircraft has arrived in St. Augustine. Grumman will modify four aircraft this year and six in each of the next two years.

Harrison Named Division President Of Space Systems

John Harrison has been appointed president of Grumman Space Systems Division. He succeeds Alex Alexandrovich, who recently retired; Harrison reports to Grumman Systems Group President Tom Guarino.

Harrison had been vice president and general manager of Honeywell Inc. Satellite Systems Division in Phoenix, Arizona. The division specializes in developing and producing custom spaceborne components and systems.

He earned a bachelor's degree in aeronautical engineering and a master's in electrical engineering at Wichita State University.

Route Star Truck Debuts; To Replace Kurbmaster

STURGIS, Michigan, June 7, 1989 — Today, Grumman Olson introduced the only walk-in truck in America that outperforms a Kurbmaster — the Route Star.

About a dozen members of the trade press attended the unveiling at Grumman Allied's Olson headquarters here. One editor predicted that the new Route Star would "sell like gangbusters."

Grumman Olson will start producing the Route Star in the last quarter of this year at its facility here. The 20-year-old Kurbmaster will be phased out of production at the same time. Starting in October, Route Stars will be built not only in Sturgis but in Grumman Olson's other facilities in Tulare, California; Mayfield, Pennsylvania; and in Sherman, Texas.

The Route Star design is built on the strong points of the Kurbmaster: a long-life walk-in vehicle that's economical to operate and maintain. The Kurbmaster has been a big seller since it was introduced in 1969. It is the key reason why Olson now has about 50 percent of the walk-in truck market, says Tom Byrne, Grumman's director of Retail Sales.

The Olson engineering team used CAD/CAM technologies to develop the Route Star. New construction methods have been introduced. For instance, a new fastening technique will virtually eliminate roof leaks in the Route Star. The edges of the roof skin are sandwiched between layers of pressure sensitive foam tape and pairs of mated aluminum extrusions on all four sides. The integrally locked extrusions are then buck riveted in position for a permanent seal. The seams are designed to be completely water tight for the life of the body.

The engineers also designed plug-in electrical wiring harnesses to make it easier to build and repair the truck.

The most striking improvement to the Grumman truck is the aerodynamic front end with its smooth, rounded corners and low sloping hood. The toed-in front end provides a tighter turning radius. Meanwhile, the driver's field of vision has been extended, thanks to a lower hood line and bigger wiper blades.

A new, automobile-like, composite instrument panel has also been added. There are also slots for clip boards and paperwork, beverage holders and room for writing. The heating and ventilation system was completely redesigned, and can accommodate factory installed air conditioning.

"If seat belts are comfortable, people will wear them," said Ed Mackay, Olson's chief engineer. In 1979, Grumman Olson became the first walk-in builder to put seat belts in the seat structure. It recently patented a new three-point seat belt that Mackay says is ideal for people who get in and out of a truck many times a day. The three-point seat belt will be available on all Route Stars; it also can be retrofitted on all Kurbmasters built since 1979.

W. Larry Brockman of *Commercial Carrier Journal*, a publication that reaches nearly 70,000 owners of fleets with 10 or more trucks, says the Route Star's safety and comfort features will help fleet owners attract and keep drivers. "That's an important selling feature, because there is a driver shortage," says Brockman.

"Grumman Olson has done a fine job of putting a lot of new features into the Route Star," he continued. "Grumman trucks' long life and low maintenance are critical to fleet managers. After paying for fuel and labor, there's precious little left for other things."

Meet The Press. *Grumman Olson's new Route Star was introduced to the trade press on June 7 in Sturgis, Michigan.*

GQ: It's Already Made Its Mark On Grumman

"People are beginning to see that Grumman Quality (GQ) really works," says Dean Cassell, vice president - Product Integrity and Environmental Protection. "We had a fair amount of toe stubbing in the beginning, but we have come further in a year than many companies who have attempted to implement a total quality process."

Means Grumman Quality

This month, GQ marks its first anniversary at Grumman. Three thousand Grummanites have participated in GQ training and/or quality action teams, representing all nine divisions of Grumman. In addition, 91 Grummanites are now GQ facilitators.

One hundred GQ action teams are presently improving work processes throughout the company and 35 additional teams have already implemented improvements. But numbers only tell part of the story.

"People who have participated in GQ apply their training to their own work efforts," Cassell explains. "In addition to these individual efforts, there have been some noteworthy action team successes, such as the project in Aircraft Systems Division that trimmed 11 million pages of unnecessary paperwork. That is said to be as high as the World Trade Center if piled up. There are a lot of other, more subtle things going on: work processes streamlined and improved; time saved, not always dollars, but things that make a job easier for somebody.

"GQ is happening in all parts of Grumman," says Cassell. "It is changing the very culture of a 60-year-old company: how people think and how they pursue various work processes. When you attempt to change a culture, it takes time."

GQ has become almost universal in the Data Systems and Technical Services divisions and Corporate Services' Business Operations. The Aircraft Systems Division, with 14,700 people, has a way to go. Still, that division has by far the largest number of GQ action teams: 40.

The most recent group to join GQ was the Space Station Program Support Division, which started its GQ efforts in May. Grumman Corporation staff people will be the last group to become involved in GQ: department heads will begin their quality sessions in the next few weeks.

Three thousand Grummanites have now participated in GQ training and quality action teams.

Cassell says that for the most part, problems tackled have been well chosen, with an eye towards issues that can be quickly resolved. One crucial lesson was learned: teams must address problems related to a work process. A number of GQ teams got off on the wrong foot in this regard.

"Some of the teams tried to work on issues such as the 'brain drain' — that's like trying to solve world hunger," says Cassell.

Even where there have been setbacks, teams have kept at work. "Some might take a bit longer to reach a solution," says Cassell. "One team in Aircraft Systems has been working long and hard on a new approach for modification kits. It's terrific: it affects engineering, methods, material management, production, et al — all the disciplines that are involved in building a kit."

In the beginning, GQ teams avoided issues involving outside customers. The rationale was that GQ was too new. But that, too, is changing: in March, Grumman facilitators from Business Operations conducted a GQ quality training session for people from the Bethpage Naval Plant Representative Office (NAVPRO). NAVPRO action teams will work on their internal processes as well as cooperative projects with Grummanites.

The initial GQ problem solving work session — Quick Start — spanned two days. It consisted of one day of "Quality Advantage" training and one day of action teams working on real-world problems.

"Although that method was used to get the process rolling, people missed important aspects of the Quality Advantage," says Cassell. "Many Grummanites who went through Quick Start are now taking supplementary training."

Some organizations, such as Data Systems and Business Operations, have appointed "shepherds" or "process owners" to guide the continual improvement of the work processes in their organizations.

Teams are also developing systems to measure productivity improvement. Every improvement won't be a big dollar-saver, notes Cassell.

"But if you improve flow time, measure that," he says. "Different jobs require different types of measurement. And everyone has to understand what's being measured, how it is being measured, and how the individual contributes to the measurement."

Two groups now have productivity improvement incentive plans: they represent Business Operations and Allied's LLV facility. The formula for both is simple. People must first meet technical, quality, schedule, and cost targets. If there are any additional savings, the group splits the money 50-50 with the company. Other groups are being encouraged to adopt such gain-sharing plans, once they develop ways to track productivity improvement.

The GQ Quality Council plans

'GQ means our job will never be finished — it's a continuous process, always looking for ways to improve the way we work.'

GQ Scorecard

Division	Teams	Facilitators
Aircraft Systems	40	29
Data Systems	16	13
Electronics Systems	14	4
Space Systems	8	4
Allied	8	3
Corporate Services:		
Business Operations	12	12
Corporate Procurement	4	3
Personnel & Administration	6	6
Grumman Corporation:		
Corporate Technology	9	2
Corporate Development	3	2
Grumman International	1	2
Melbourne Systems	4	3
Space Station Program Support	3	3
Technical Services	6	6
Cross-divisional	1	-

to spark some interdivisional efforts, and help action teams throughout the company learn from the experiences of others. "If Aircraft Systems has made significant improvements on how to process an engineering change proposal, maybe Data Systems can use it, or maybe Electronics Systems," says Cassell.

Cassell and GQ Director Ed Hantz recently began speaking to other companies, Defense agencies, and professional societies about GQ. "We want to share with our customers and suppliers the progress we've made to date, lessons learned, what's next, and most important, that Grumman means quality," says Cassell.

"GQ gets terrific support from division and organization heads, and that's what makes it work," he adds. "They take time out of their busy day to ask, how do you think it's going? Word gets out in the organization that the boss is really interested in this — and GQ works even better.

"John O'Brien has made it clear that, if you don't want to help make this happen, go over and sit in the stands because the world is going to pass you by," he says.

"In summary, GQ has come a long way in a short time — but we've still got a long way to go," says Cassell. "GQ means our job will never be finished — it's a continuous process, always looking for ways to improve the way we work at Grumman."

Keeping Track

A GQ team in Aircraft Systems came up with a way to keep better track of parts inventories in warehouse stock rooms. The team started out looking at the problem of parts shortages, and zeroed in on inaccurate inventory records as the cause. In a pilot project, three people were assigned to a Calverton, L.I., stock room for six months to improve the inventory data. Calverton was chosen as the pilot site because of its final assembly responsibilities and the effect inventory has on product delivery.

Pictured above: Joe Meyer and Richard Sabloski (R) work for Parts Control in Calverton.

Fast And Accurate. *An Aircraft Systems GQ project to cut paperwork is having a dramatic impact in areas such as Configuration Data Management where Kathy Hauss works.*

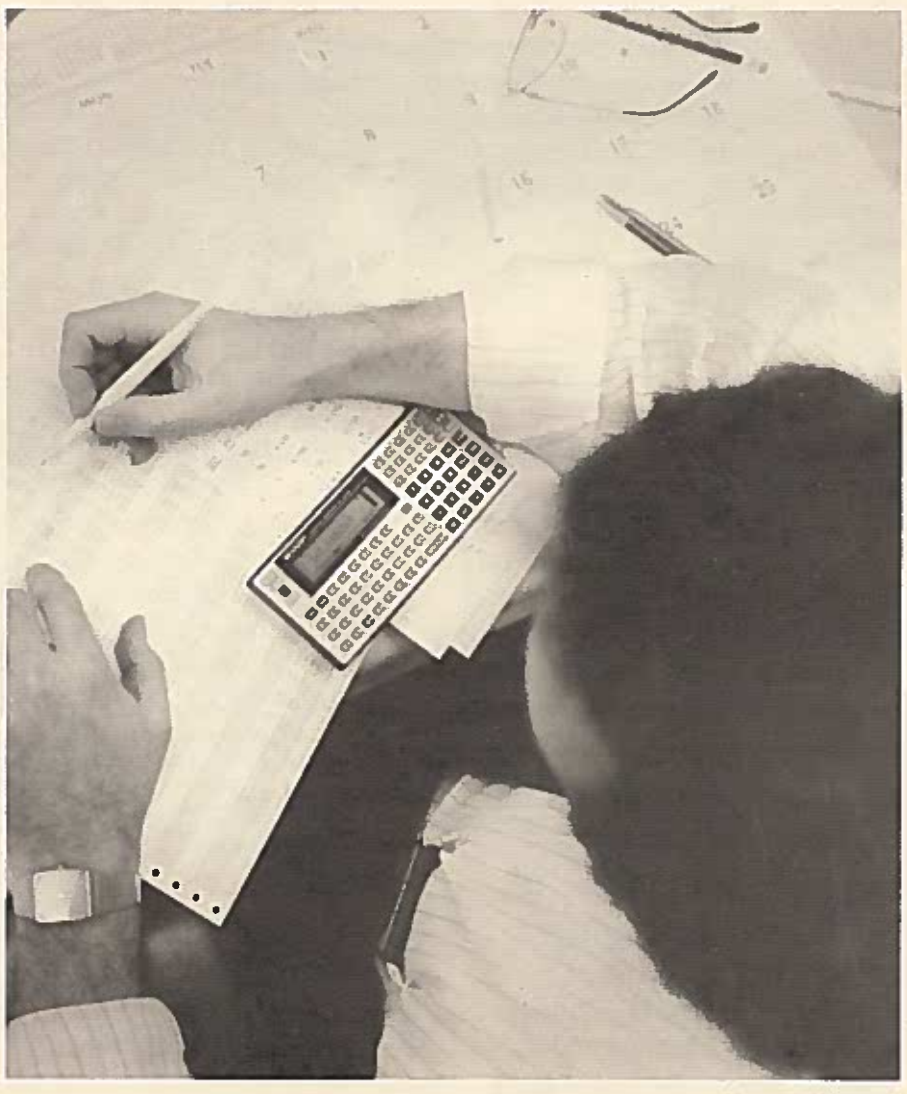
Filling Jobs Quicker

Filling The Bill. *Secretary Lorraine Mason (shown with her supervisor Lynn Murphy) joined the End User Computing Department after the division sped up the personnel requisition cycle.*

A Data Systems GQ team came up with a new process for getting personnel requisitions through that division's approval cycle faster.

These forms now take no more than two approval signatures, and five days, to get to the Corporate Personnel department. Now, only the manager in charge of a project, and his and her boss, must sign a requisition.

Some requisitions used to take as long as a month to be processed. The new way makes for better customer responsiveness and profitability, since delays in putting people on a project affect revenues.



Changing The Way We Work

When a customer requests a design change, system modification, or some other form of engineering change proposal, a statement of work and a cost estimate must be prepared. The two processes are closely related, so two Aircraft Systems action teams joined up to improve them.

Now, all disciplines involved in the engineering change effort will work on it together from the very beginning. This concept is called "task teaming." Before, the work was done in steps and was constantly plagued by revisions.

In addition, the two teams eliminated the long list of signatures needed to approve an engineering change proposal and its cost estimate. A program manager from the existing staff will guide the proposal effort.

Proud Grumman Families. *Six of the 1989 scholarship winners are Grumman dependents: (L to R) Stephen Abseck with parents Lee and Byron; Erik Nielsen with parents Roberta and Robert; William Hayslett with parents Brenda and Samuel; Jeffrey Mendelsohn with parents Deanna and Stanley; Timothy Ueng with parents Mei Mei and Jer Shong; Mark Hemmerdinger with parents Anita and Louis. (Photos by Marie Trimborn)*

'89 Scholars Honored At Luncheon

"There's no time in the history of the world that is more exciting than now," said Systems Group President Tom Guarino to the 12 winners of this year's Grumman Science and Engineering Scholarships.

Guarino was guest speaker at a luncheon honoring the scholars and their families, held June 5 at the Milleridge Cottage in Jericho, Long Island. This was the 46th class of scholarship recipients: over 500 people have completed their studies under the program. Currently, more than 60 are employed by Grumman.

Guarino urged scholars to take advantage of opportunities in technical fields that no one foresaw just a few short years ago. "High technology is moving at a faster pace than ever before and the individual contribution can be far greater," he said. "You must make a decision to make your career worthwhile, to look at it from the point of view of a leader. Always do the best job you can and all the pieces will fall into place."

Guarino also said scholars should remember and appreciate "those who helped you get where you are" — parents, guidance counselors, and school principals. He urged the scholarship winners to maintain high standards and achievements as they go through school, and through life.

This year, 125 applicants competed for the science and engineering scholarships. Winners receive a check for $6,000 each year for four years. In addition to summer employment at Grumman, they are guaranteed a job offer after graduation.

Selection was based on class rank, aptitude test scores and a personal interview. Six of the winners are Grumman dependents. All but two of the dependent scholars are from Long Island; one is from Salem, Virginia, and the other is from Plainsboro, New Jersey.

The dependent scholars are: **Stephen Abseck**, West Babylon (L.I.) High School, son of Byron Abseck of Aircraft Systems; **William Hayslett**, Glenvar High School, Salem, Virginia, son of Samuel Hayslett of Allied Division's Emergency Products unit; **Mark Hemmerdinger**, John F. Kennedy High School, Plainview, L.I., son of Lou Hemmerdinger, Grumman Corp.; **Jeffrey Mendelsohn**, West Windsor-Plainsboro (N.J.) High School, son of Stan Mendelsohn of Space Systems; **Erik Nielsen**, Sachem High School North, Lake Ronkonkoma, L.I., son of Bob Nielsen of Electronics Systems; and **Timothy Ueng**, John Glenn High School, East Northport, L.I., son of Jer Shong Ueng of Aircraft Systems.

The non-dependent scholars, all Long Islanders, are: **Russell Grandinetti**, St. Anthony's High School, Kings Park; **Peter Laz Jr.**, Shoreham-Wading River High School; **Susan Meirs**, Commack High School North; **Fernando Miguel**, Comsewogue High School, Terryville; **Gregg Paradise**, Sanford H. Calhoun High School, Merrick; and **Russell Singer**, Bethpage High School.

Guest Speaker. *Systems Group President Tom Guarino addressed the 1989 Science and Engineering Scholarship winners, their families, school principals, and guidance counselors at the 46th annual scholarship awards luncheon on June 5.*

Obituaries

Joseph A. Aiello of General Subcontracts, Bethpage, Corporate Services Division, died May 27 at the age of 60. He had been with the company since 1969 and resided at 52 Schuyler Dr., Commack, N.Y.

Mary A. Bartolotta of OP Data Entry, Bethpage, Data Systems Division, died May 14 at the age of 42. She had been with the company since 1984 and resided at 51 Bushwick Ave., Brentwood, N.Y.

Gloria Dukich of Production Release and Analysis, Bethpage, Aircraft Systems Division, died June 6 at the age of 55. She had been with the company since 1976 and resided at 50 Powell Ave., Bethpage, N.Y.

Anthony C. Dunlap of Food Services, Bethpage, Corporate Services Division, died May 9 at the age of 26. He had been with the company since 1986 and resided at 36 Division St., Westbury, N.Y.

Anthony M. Fama of Technical Requirements, Melville, Aircraft Systems Division, died May 20 at the age of 56. He had been with company since 1964 and resided at 810 Highview Ave., Westbury, N.Y.

Carl D. Fortin of Quality Laboratory, Hicksville, Aircraft Systems Division, died May 31 at the age of 57. He had been with the company since 1965 and resided at 772 South 5th St., Lindenhurst, N.Y.

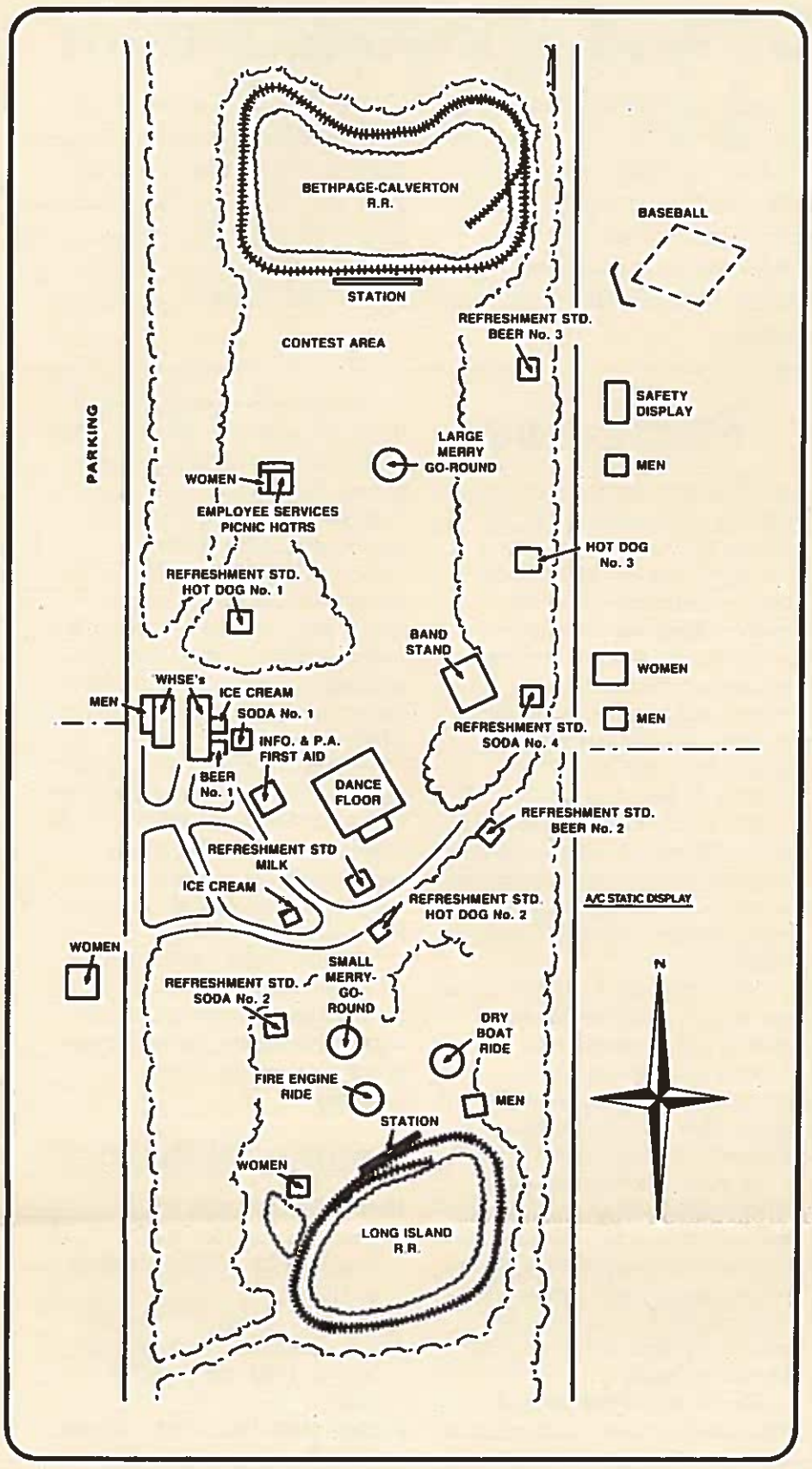
Gordon T. Goertz of Maintenance, Houston, Aircraft Systems Division, died May 25 at the age of 49. He had been with the company since 1974 and his address was P.O. Box 692, Baycliff, Texas.

Frederick F. Schreiber of Design Engineering Project Management, Bethpage, Aircraft Systems Division, died May 29 at the age of 55. He had been with the company since 1959 and resided at 125 Cornelius St., Freeport, N.Y.

Henry A. Wahl of Material Operations, Calverton, Aircraft Systems Division, died May 13 at the age of 68. He had been with the company since 1951 and resided at 558 Blue Ridge Dr., Medford, N.Y.

Richard A. Woodman of Weapons Systems Integration, Norfolk, Grumman Technical Services Division, died May 23 at the age of 51. He had been with the company since 1979 and resided at 1868 Springwood St., Norfolk, Virginia.

Next Edition: July 14



Running For The United Way. *Donald Bindler, chairman of the United Way of Long Island, presents Bob Simon, Grumman vice president-Corporate Procurement, with a photograph of Simon crossing the finish line of the 100-year executive dash. Binder commended SImon on his success as the United Way 1988 chief fund raising volunteer.*

Come Back To The Picnic

Tickets now on sale for July 23 Family Picnic

Last year's Grumman Family Picnic was a private affair. About 5,000 Grummanites and their families had the spacious Calverton picnic grounds all to themselves. There were no lines for hot dogs, the L.I.R.R. miniature railroad ran on schedule, and there were plenty of picnic tables.

That's a far cry from the Grumman picnics of a decade ago when over 40,000 people showed up. Latecomers then were lucky to get a picnic table; waiting on line for a train ride took a half hour; there were literally busloads of people lining up outside the picnic gates at 7 o'clock in the morning.

"It's a perfect time to come back to the Grumman Family Picnic," says Gerry McMahon, manager of Employee Services, and who is in charge of the annual event. "A few years ago, we started to require at least one person in each car to have a Grumman badge. That drastically cut down on the number of people attending the picnic. If you stayed away because of the big crowds, now is the time to come back."

This year's picnic is Saturday, July 22; the rain date is Sunday, July 23. Tickets are now on sale at all Employee Services offices. Admission is still a bargain: $5 per person; children under age 12 are admitted free. Included are unlimited hot dogs, corn, ice cream, milk, soda and beer.

Grumman families can celebrate the 20th anniversary of the first lunar landing at this year's picnic. A six-foot-high model of the LM will provide a perfect backdrop for family photos. Videotapes of the first lunar landing will be shown, plus a variety of LM memorabilia. A commemorative poster of the LM painting by Grumman artist Bob Whitehead (displayed at the annual shareholders' meeting) will be given out while supplies last.

Several Grumman aircraft will be on static display. Tentatively slated for exhibit are the F-14 Tomcat, the E-2C Hawkeye, the A-6E Intruder and the EA-6B Prowler. Cameras are permitted on the picnic grounds.

If this is your first picnic, here are some tips:

Pick a good picnic spot. The gates open at 8 a.m.; the flag-raising ceremony is at 10 a.m. Use the map on this page to pick a picnic spot where you and your co-workers can set up camp.

Come prepared. There are plenty of picnic tables available. However, many people like to bring their own tablecloths, chaise lounges, and lawn chairs. A pitcher can come in handy to cut down on the trips to the soda stand. Condiments are available at the hot dog and corn stands, but some people prefer to bring their own.

Barbecues are permitted. A lot of picnickers take along a portable grill. The early-birds also cook breakfast.

Will there be rides? The two mini-trains — the Calverton Express and the L.I.R.R. — will operate all day long. There are also two Carousels and several kiddie rides.

Don't forget your sneakers. Recreation is sponsoring over 30 races for kids of all ages. The races begin right after the flag-raising ceremony at 10 a.m. There is also plenty of room to play softball, throw a frisbee, or fly a kite.

What if it rains? Grummanites can call 349-9400 or 369-2266 that morning to find out if the picnic has been postponed to the next day. You can also listen to the following radio stations for postponement news: WGSM (740 AM); WGBB (1240 AM); WBLI (106.1 FM); WNYG (1440 AM); WGLI (1290 AM); WLIM (1580 AM); and WALK (97.5 FM).

New Posts

The following Grummanites recently received new assignments:

Allied

Grumman Boats: James Woodward, regional sales manager.

Aircraft Systems

Bethpage Operations: Peter Foster, production manager.

Corporate Services

Personnel: John Doran, manager, Insurance Benefits.

Data Systems

Program Management: Harold Cummings, deputy director, DMMIS Program.

Electronics Systems

Corporate Procurement: John A. Harof, director, Procurement, Great River Operations.

X-29 Debuts At National Air And Space Museum

Planning a vacation this summer? Take a trip to Washington D.C. to see Grumman's X-29 airplane, featured in a new exhibition at the Smithsonian's National Air and Space Museum.

The permanent exhibit, called "Beyond the Limits: Flight Enters the Computer Age," focuses on the computer revolution and its impact on aerospace technology.

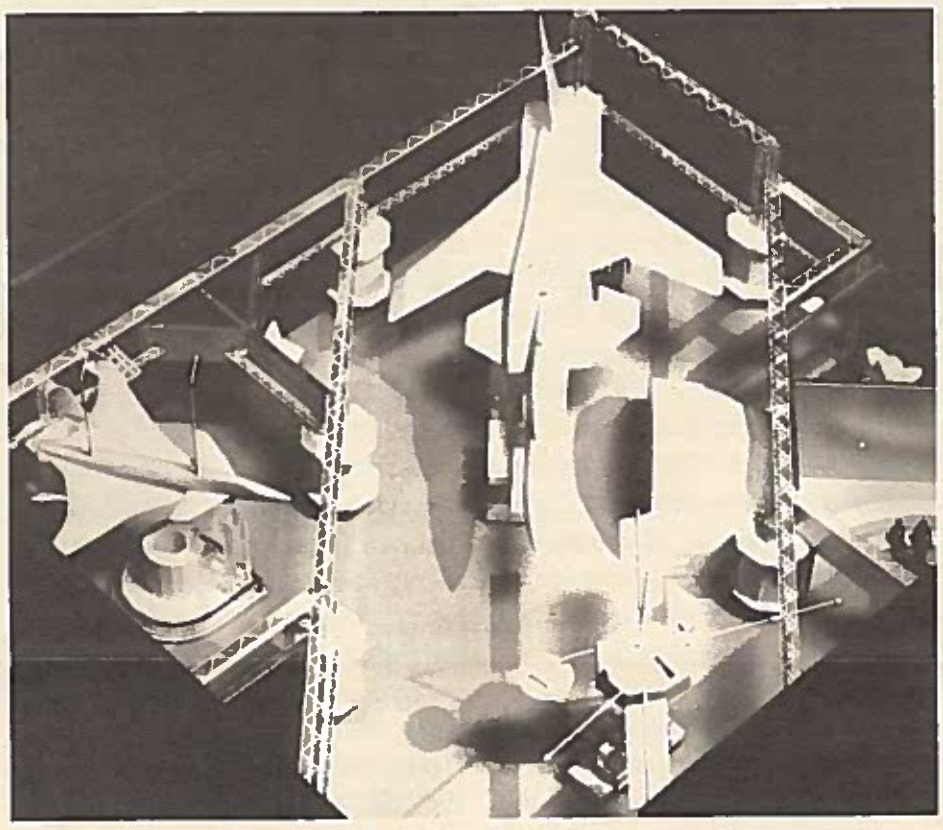
The 5,000-square-foot gallery opened in May with the cooperation of Grumman and a number of other aerospace companies and professional societies. The exhibit is organized in seven areas: design, aerodynamics, computer-aided manufacturing, flight testing, air operations, flight simulators and space operations.

The full-scale model of the X-29 is on display in the air operations exhibit, along with a filmed interview with X-29 test pilot Chuck Sewell, who died in 1986. Another highlight is the HiMat unmanned research airplane.

In addition, there are 12 computers that visitors can use to gain hands-on experience in designing an aircraft or even a space station.

More than nine million visitors each year are expected to visit the gallery, which is designed to accommodate handicapped visitors, children, adults and small groups.

The museum, located at 7th Street and Independence Avenue S.W., is open seven days a week from 10 a.m. to 5:30 p.m. Summer hours (10 a.m. to 9 p.m.) will be in effect until September 5. Admission is free.



X-29 In D.C. *A full-scale mockup of the Grumman X-29 is featured in a new, permanent exhibit called "Beyond the Limits: Flight Enters the Computer Age" at the Smithsonian National Air and Space Museum in Washington, D.C.*

Readership Survey

We don't want to do all the talking. We'd like to know what you think about the things you see in these pages. Your comments, suggestions and complaints are welcomed. Please take a few minutes and give us your opinions.

Article	Great	Good	Poor	Didn't Read
Budget Battle (P. 1)	[ ]	[ ]	[ ]	[ ]
St. Augustine (P. 2)	[ ]	[ ]	[ ]	[ ]
Route Star (P. 3)	[ ]	[ ]	[ ]	[ ]
GQ in review (P. 5)	[ ]	[ ]	[ ]	[ ]
Scholarship Luncheon (P. 6)	[ ]	[ ]	[ ]	[ ]

Suggestions for future articles:.....

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Comments about this issue:.....

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Name.....

Ext.....*(Required If You Wish A Reply)*

Division.....[ ] I am a retiree

Mail to: Grumman World, A22-GHQ
1111 Stewart Ave., Bethpage, N.Y. 11714

Personals

My family and I wish to extend our sincere thanks to all of my friends at Grumman for their sympathy, prayers and support during the recent loss of my mother. **Rosemarie Oriano**

My family and I wish to extend our sincere thanks to all my friends and co-workers for their prayers, flowers and support during the recent loss of my mother. **Robert Lynch**

My family and I wish to thank all our Grumman friends and co-workers for their kind expressions of sympathy during the recent loss of my brother Kenneth. **Gerald G. Saulter**

My family and I wish to extend our sincere thanks to all our friends and co-workers for the flowers and expressions of sympathy during the recent loss of my brother Jerry Lanci. **Susan R. Koppell and the Lanci family**

Words cannot express our sincere thanks to all our friends and co-workers for their kindness, sympathy and support during the recent loss of our daughter Gina. We wish there was a way to personally thank everyone. **The DiMarzo family**

The family of **Salvatore F. Mazzarella** wishes to thank all of his friends and co-workers for their kind expressions of sympathy.

I wish to extend my sincere appreciation to all for your cards, flowers and donations in the memory of my daughter Clair. **George Tomlinson**

My family and I want to thank our friends and co-workers at Grumman plants around the world for their prayers and concern during my current illness. Knowing you cared makes me very proud to be a "Grummie." God bless you all. **Barney Minogue**

We wish to extend our sincere appreciation and thanks to all our friends at Grumman for their kind expressions of sympathy during the recent loss of my father John Hopper. **Al and Joan Siani**

My family and I wish to extend sincere appreciation to all of my friends at Grumman for the flowers and their kind expressions of sympathy during the recent loss of my father. **Joe Malat**

My family and I wish to express our sincere thanks to our Grumman friends and co-workers for their kind expressions of sympathy during the recent loss of my father. **Bob Pargmann**

My wife and I would like to thank all my friends for their calls, visits, and gifts during my recent illness. Your thoughtfulness and concern were very much appreciated. **John Allen**

No words could possibly convey the deep gratitude my family and I feel for our Grumman friends and co-workers for the love and support received during the sudden loss of my brother Tommy. **Linda Bookman**

We wish to extend our sincere appreciation to all of our friends at Grumman for their kind expressions of sympathy and support during the recent loss of our father. **Frank and Georgeen Locascio**

My family and I wish to thank all our friends and co-workers for their support, concern and kind expressions during the recent loss of my husband Joe. **Alice Sweeney**

Retiree Obituaries

Henry J. Behrens of 80-11 Beaver Spur, Moriches, N.Y., died May 22, 1989. He retired in 1975.

James F. Cushing of 7 Hughes Rd., Savannah, Georgia, died May 8, 1989. He retired in 1981.

George DeVulder of 95 Osborne Ave, Riverhead, N.Y., died May 24, 1989. He retired in 1970.

Frank N. Fithian of 1860 Kathy La., Juno, Florida, died Nov. 1, 1988. He retired in 1977.

Fernley L. Fuller of 39 Jones Dr., Sayville, N.Y., died May 23, 1989. He retired in 1970.

Philip A. Janosick of 2 Signal Ct., Dix Hills, N.Y., died May 24, 1989. He retired in 1971.

James H. Langley at P.O. Box 1049, Lone Pine, California, died May 24, 1989. He retired in 1970.

Gerard F. Norton of 12 Rand Rd., Yarmouth, Maine, died May 24, 1989. He retired in 1977.

Aldo Pedrini of 602 Lake Shore Dr., Hallandale, Florida, died May 17, 1989. He retired in 1972.

Mitchell Peresad Sr. of 5505 Sunset Blvd., Ft. Pierce, Florida, died May 8,1989. He retired in 1981.

Joseph P. Sweeney of 251 Bellmore Rd., East Meadow, N.Y., died May 20, 1989. He retired in 1987.

John Zelano of 50 Roosevelt Ave., Syosset, N.Y., died April 11, 1989. He retired in 1957.